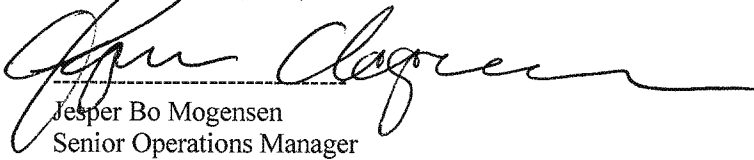


June 17th 2015

To: EPA

1. ECA0100 FONAR form the vessel
2. A copy of the vessel's voyage plan
3. A confirmation from a local supplier that LSMGO was not available in Akita, Japan.
4. A confirmation that we obey the rules outlined by EPA

Best regards,
For J. Lauritzen (USA), Inc.



Jesper Bo Mogensen
Senior Operations Manager

Office: +1 203 504 6204
Mobile: +1 203 434 6394
E-mail: operation@lauritzenbulk.com

www.j-l.com

Jesper Bo Mogensen

From: LB_Operations_NYC
Sent: 10. juni 2015 14:40
To: 'Tivoli'
Cc: 'Bidsted-Operations'
Subject: MV TIVOLI / VOYAGE INSTRUCTIONS - 201507

Categories: 1507; instruction; Master; owner; Sims; Tivoli
FK-REF: jbm72624221

TO: MV TIVOLI
CC: BIDSTED

DEAR CAPTAIN

PLEASED TO ADVISE THAT WE HAVE FIXED VESSEL'S NEXT EMPLOYMENT AS PER BELOW INSTRUCTIONS. IF YOU HAVE ANY QUESTIONS IN THIS RESPECT, PLEASE DO NOT HESITATE TO CONTACT THIS OFFICE. FURTHERMORE WHEN/IF YOU HAVE URGENT MATTERS, PLEASE SEND AN EMAIL HOWEVER ALWAYS FOLLOW UP WITH A PHONECALL TO THE UNDERSIGNED.

VOYAGE NO.: 201507

CHARTERERS: SIMS GROUP GLOBAL TRADE CORP

C/P DTD: JUNE 3TH 2015

LAY/CAN: JUNE 19TH 0001HRS – 25TH 2359HRS, 2015

LOAD PORT: ONE SAFE BERTHSAN FRANCISCO, CA – USA.

IT IS UNDERSTOOD REDWOOD CITY AND RICHMOND IS CONSIDERED AS 1 SAME PORT.

DRAFT AVAILABLE: 36 FEET BW. PLEASE CHECK WITH LOCAL AGENTS FOR FURTHER DETAILS AND RESTRICTIONS.

DISCHARGE PORT: ONE SAFE BERTH SHUAIBA, KUWAIT

DRAFT AVAILABLE: 36 FEET SW. PLEASE CHECK WITH LOCAL AGENTS FOR FURTHER DETAILS AND RESTRICTIONS.

VSLs GRABS ARE NOT TO BE USED UNLESS AUTHORIZED BY THIS OFFICE.

SPEED/CONSUMPTION:

FOR THE TIME BEING PLS PROCEED AT FULL C/P SPEED OF ON THE BALLAST LEG AS PER BELOW:

BALLAST: ABT. 13.5 KTS ON ABT 19 MT IFO RMG380 AND 0.50 MT MGO DMA MAX 0.10% SULPHUR

WE WILL REVERT WITH COMMENTS ABT THE LADEN LEG IN DUE TIME.

IN CASE YOUR VESSEL, DUE TO BAD WEATHER, IS UNABLE TO MAINTAIN SAID SPEED AND CONSUMPTION, PLEASE MAINTAIN THE AVERAGE CONSUMPTION.

CARGO: MIN/MAX 26000 - 26500 MTS IN OWS OPTION IRON A/O STEEL SCRAP XMBT. AVERAGE STOWAGE OF CGO NOT TO EXCEED 45 CU FT BALE PER MT.

PLS ADVISE YR BEST STOWPLAN BASIS MAXIMUM CONTRACTUAL QUANTITY IN MINIMUM NUMBER OF HOLDS. PLEASE SEND STOWPLAN TO US FOR OUR APPROVAL PRIOR TO SENDING TO AGENTS.
PLS ADVISE YR STOWAGE PLAN BASIS VESSEL'S MAXIMUM INTAKE AND BY KEEPING THE FW QUANTITY AT A MINIMUM.

PLEASE PROVIDE STOWPLAN AS PER BELOW FORMAT:

DISPLACEMENT MT
LIGHTSHIP MT
F.O MT
D.O MT
FW MT (PLS KEEP AT MINIMUM)
BW MT (INCLUDING UNPUMPABLE WATER)
CONSTANT MT

MAX INTAKE CARGO MT

PLEASE REQUEST CARGO DECLARATION FORM, AS PER IMSBC CODE, FROM SHIPPERS VIA AGENTS PRIOR TO OR ON ARRIVAL - ALWAYS PRIOR COMMENCEMENT OF LOADING.

IN ADDITION TO THE CARGO DECLARATION FORM, WE RECOMMEND THAT YOU OBTAIN MATERIAL SAFETY DATA SHEETS (MSDS) FROM SHIPPERS PRIOR LOADING.

PLEASE ENSURE THAT CARGO(ES) CAN BE CARRIED, IN ACCORDANCE WITH VESSEL'S CERTIFICATES.

PLEASE ENSURE THAT ALL HOLDS ARE CLEAN SWEEPED, WASHED DOWN BY FRESHWATER AND DRIED UP, SO AS TO RECEIVE CHARTERERS

INTENDED CARGO IN ALL RESPECTS FREE OF SALT, LOOSE RUST SCALE AND PREVIOUS CARGO RESIDUE, AND TO PASS THE HOLD INSPECTION BY THE INDEPENDANT SURVEYOR.

NOTICE OF READINESS:

YOU ARE REQUESTED TO TENDER THE NOTICE OF READINESS ON ARRIVAL AT THE NOMINATED LOADING/DISCHARGING BERTH. SHOULD BERTH BE OCCUPIED ON ARRIVAL OR BERTHING BE DELAYED, THEN KINDLY BRING THE VESSEL AS CLOSE TO THE BERTH AS POSSIBLE AND TENDER NOR THERE.

ANY NOR TENDERED AT THE BERTH MUST REFER NOT ONLY TO THE TIME OF VSL'S ARRIVAL AT THE PILOT STATION/ANCHORAGE BUT ALSO TO THE TIME OF VSL'S ARRIVAL AT THE BERTH.

NOTICE OF READINESS TO BE TENDERED WIPON,,WCCN.

KINDLY ENSURE THAT THE NOTICE IS BEING IMMEDIATELY ACCEPTED BY SHIPPERS/RECEIVERS RESPECTIVELY AND THAT VSL IS WITHIN PORT LIMITS WHEN TENDERING NOR. PLS ENDEAVOUR TO HAVE NOR TENDERED AND ACCEPTED BY SHIPPERS/CHRTS/RCVRS WITHIN OFFICE HOURS 0800 - 1700 HRS ON MONDAY-FRIDAYS AND 0800-1200 HRS ON SATURDAYS.

WE RECOMMEND THAT VESSELS ARRIVING DURING THE NIGHT/OUTSIDE OFFICE HOURS, TENDER N.O.R. ON ARRIVAL AND IF IN DOUBT RE-TENDER 'WITHOUT PREJUDICE TO THE EARLIER NOTICE' AT THE COMMENCEMENT OF WORKING HOURS.

IT MAY BE NECESSARY TO CHECK WITH THE AGENTS, PRIOR TO TENDERING N.O.R., IF THERE ARE ANY SPECIAL 'LOCAL REQUIREMENTS'.

PLS ENSURE THAT ALL HOLDS ARE SURVEYED AND PASSED BY SHIPPERS/CHRTS/SURVEYOR(S) IMMEDIATELY ON ARRIVAL. SHOULD THE BERTH BE OCCUPIED, PLS REQUEST AGENTS TO ARRANGE SURVEY(S) AT THE ANCHORAGE ON ARRIVAL.

IN CASE VSL DOES NOT PASS SHIPPERS/CHRTS SURVEY(S), VSL'S CREW MUST IMMEDIATELY RESUME CLEANING AND TAKE ALL NECESSARY STEPS TO HAVE VSL PASSED WITH MINIMUM DELAY.

IMMEDIATELY UPON COMPLETION OF CLEANING, MASTER MUST REQUEST A RE-INSPECTION AND RE-TENDER NOTICE OF READINESS. ANY SECOND OR SUBSEQUENT NOR MUST INCLUDE THE FOLLOWING WORDING:

'THIS NOTICE OF READINESS IS TENDERED WITHOUT PREJUDICE TO THE VALIDITY OF ANY EARLIER NOTICE(S) OF READINESS'

STATEMENT OF FACTS:

IN ORDER TO PROTECT THE INTEREST OF OWNERS BEST POSSIBLE, PLEASE ENSURE TO CHECK THE STATEMENT OF FACTS VERY CAREFULLY, WELL AHEAD OF COMPLETION OF THE RESPECTIVE LOADING OR DISCHARGE OPERATIONS. PLEASE ENSURE THAT WEATHER DELAYS (IF ANY) AND/OR OTHER STOPPAGES OR MOVEMENTS, AS MENTIONED IN THE OFFICIAL STATEMENT OF FACTS, CORRESPONDS TO THE DELAYS AS PER SHIP'S OWN DECK LOG. IF ANY SURVEYS MENTIONED, PLEASE ENSURE TO MENTION IF ON VESSEL'S ACCOUNT.

IT IS IMPORTANT TO MENTION THAT PROPER REGISTRATION OF THE PREVAILING WEATHER CONDITIONS, IN THE RESPECTIVE PORTS, SHOULD ALREADY BEGIN IMMEDIATELY AFTER VSL HAS ARRIVED AND TENDERED NOR, AS FROM WHICH TIME LAYTIME USUALLY STARTS TO COUNT AS PER THE C/P.

WE ALSO STRONGLY RECOMMEND THAT YOU ASK THE LOCAL AGENT TO PROVIDE YOU WITH A DRAFT OF THE OFFICIAL STATEMENT OF FACT ON DAILY BASIS, ENABLING YOU TO COMPARE WITH VESSEL'S OWN DECK LOG, PRIOR COMPLETION OF THE CARGO OPERATION, TO AVOID A SITUATION WHERE YOU HAVE TO CHECK A FULL AND COMPLETE STATEMENT OF FACT, WHICH MIGHT CONTAIN MANY WEATHER DELAYS, ETC. JUST BEFORE VSL'S DEPARTURE.

IF ANY DISPUTE PLEASE ENSURE TO INSERT SAME AS A REMARK ON THE LAST PAGE UNDER MASTER'S REMARK.

STEVEDORE DAMAGE:

SHOULD ANY DAMAGE BE CAUSED TO THE VSL OR HER FITTINGS BY THE CHARTERERS OR THEIR STEVEDORES, THE MASTER IS TO:

- GIVE WRITTEN NOTICE TO THE CHARTERERS AND SHIPPERS/RECEIVERS IMMEDIATELY AFTER THE OCCURRENCE, INCL. FULL PARTICULARS OF THE DAMAGE CAUSED AND NAME AND ADDRESS OF THE PARTY ALLEGEDLY RESPONSIBLE FOR THE DAMAGE.
- PROMPTLY, BUT LATEST WITHIN 12 HOURS AFTER OCCURRENCE, GIVE WRITTEN NOTICE TO THE PARTY ALLEGEDLY RESPONSIBLE, GIVING FULL PARTICULARS OF THE DAMAGE AND ITS ALLEGED CAUSE, AND OBTAIN THE WRITTEN ACKNOWLEDGEMENT OF LIABILITY FROM SUCH PARTY, OR FAILING THAT, THE ACKNOWLEDGEMENT OF RECEIPT OF SUCH NOTICE.
- IMMEDIATELY ARRANGE, IN CONJUNCTION WITH CHARTERERS AGENTS, FOR THE DAMAGE TO BE SURVEYED AND AN ESTIMATE OF THE REPAIR COSTS GIVEN.
- AFTER HAVING NOTIFIED ALL PARTIES, YOU ARE REQUESTED TO TAKE ALL STEPS NECESSARY TO HAVE THE DAMAGES REPAIRED, PRIOR TO SAILING FROM THE PORT, AT THE EXPENSE AND IN THE TIME OF THE RESPONSIBLE PARTY.

* ALL NOTICES MUST BE COPIED TO THIS OFFICE.

BILLS OF LADING:

IT IS OF VITAL IMPORTANCE THAT THE BS/L INCORPORATE REFERENCE TO THE GOVERNING VOYAGE CHARTER PARTY. THUS PLS ENSURE THAT THE DATE OF THE C/P, JUNE 3RD 2015, APPEARS ON THE BS/L.

WE SUGGEST THAT THE BS/L ARE CLAUSED AS BELOW, SUBJECT TO CHRTRS/SHIPPERS APPROVAL:

'ALL TERMS AND CONDITIONS, LIBERTIES AND EXCEPTIONS OF THE CHARTER PARTY DATED JUNE 3RD 2015 INCLUDING THE LAW AND ARBITRATION CLAUSE ARE HEREWITH INCORPORATED'.

'FREIGHT PAYABLE AS PER CHARTER PARTY DATED JUNE 3RD 2015'

IT IS ALSO OF IMPORTANCE THAT THE BS/L SPECIFICALLY INCORPORATE A CLAUSE PARAMOUNT (GENERAL CLAUSE PARAMOUNT OR USA CLAUSE PARAMOUNT OR CANADIAN CLAUSE PARAMOUNT OR SIMILAR).

IT IS ALSO RECOMMENDABLE BUT NOT VITAL THAT THE BS/L ISSUED INCORPORATE:

- NEW JASON CLAUSE
- GENERAL AVERAGE CLAUSE
- WAR RISK CLAUSES
- BOTH-TO-BLAME COLLISION CLAUSE
- P&I DEVIATION CLAUSE

SHOULD SHIPPERS/AGENTS REQUIRE YOU TO AUTHORIZE AGENTS TO SIGN BILLS OF LADING, YOU ARE ASKED TO GIVE SUCH AN AUTHORIZATION IN WRITING AS PER LAURITZEN BULKERS A/S GENERAL INSTRUCTIONS.

AUTHORIZATION LETTERS FROM AGENTS WITH DIFFERENT WORDING MUST NOT BE ACCEPTED/USED - ONLY THE WORDING IN LAURITZEN BULKERS A/S GENERAL INSTRUCTIONS TO BE USED.

SHOULD SHIPPERS/AGENTS REQUIRE YOU TO CARRY AN ORIGINAL B/L ON BOARD VSL TO DISCHPORT, PLEASE CONTACT THIS OFFICE FOR APPROVAL AND IF ACCEPTED THEN ALL BS/L TO BE MARKED:

'ONE ORIGINAL BILL OF LADING RETAINED ON BOARD AGAINST WHICH BILL DELIVERY OF CARGO MAY PROPERLY BE MADE ON INSTRUCTIONS RECEIVED FROM SHIPPERS/CHARTERERS'.

PLS NOTE:

- CGO QUANTITY STIPULATED IN THE B/L MUST BE ACTUAL QUANTITY LOADED AND MAX QUANTITY ON PREVAILING CP RESTRICTION(S).
- DATE OF THE B/L MUST BE THE ACTUAL DATE OF COMPLETION OF LOADING.
- IF THE BS/L IS ISSUED IN COMPLIANCE WITH THE ABOVE INSTRUCTION AND MATE'S RECEIPT, AGENTS CAN RELEASE SAME TO SHIPPERS/CHRTRS IMMEDIATELY UPON SIGNING, UNLESS BS/L MARKED 'FREIGHT PREPAID'.
- IF THE BS/L ARE ISSUED WITH L/C NO. AND/OR FREIGHT RATE, PLEASE CONTACT THIS OFFICE FOR APPROVAL.

DEADFREIGHT CLAIM:

IN CASE SHIPPERS UNABLE SUPPLY CARGO QUANTITY AS REQUESTED BY YOU AND AS TO MAX INTAKE BASIS GIVEN RESTRICTIONS, PLS SUBMIT DEADFREIGHT CLAIM LETTER TO SHIPPERS VIA YOUR AGENT TO CLAIM PAYMENT OF DEADFREIGHT FOR ANY DIFFERENCE BETWEEN ACTUAL LOADED QUANTITY AND THE QUANTITY ORIGINALLY REQUESTED BY YOU ON ARRIVAL LOADPORT. SHOULD SHIPPERS NOT SUPPLY CARGO AS PER YOUR REQUEST, IF POSSIBLE PLEASE SEND PHOTOS OF HOLDS SHOWING SPACE AVAILABLE.

BUT IN THE EVENT THE ACTUAL STOWAGE FACTOR IS LOWER THAN 45 CU FT BALE PER MT, NO DEADFREIGHT SHALL BE PAYABLE ON ANY LOADABLE QUANTITY DECLARED THAT EXCEEDS THE MAXIMUM QUANTITY LOADABLE BASED ON A STOWAGE FACTOR OF 45 CU FT BALE PER MT.

CLEAN BS/L:

CHARTERERS REQUIRE BS/L TO BE MARKED 'CLEAN ON BOARD', THUS YOU ARE INSTRUCTED TO STOP THE LOADING OPERATION IMMEDIATELY IF/WHEN IMPURITIES ARE FOUND, WHICH IN YOUR BEST JUDGEMENT WOULD AFFECT CARGO QUALITY.

IF YOU ARE IN DOUBT, PLEASE CONTACT THIS OFFICE IMMEDIATELY.

ANY UNCLEAN CARGO MUST BE REMOVED BY SHIPPERS AND BE SUBSTITUTED BY CLEAN CARGO, FAILING WHICH YOU ARE REQUESTED TO ISSUE DEADFREIGHT CLAIM FOR SHORT DELIVERY.

PLEASE NOTIFY ALL PARTIES IMMEDIATELY AND CALL IN LOCAL P AND I SURVEYOR TO ASSIST. DO NOT RESUME LOADING UNTIL CLEAR INSTRUCTIONS RECEIVED FROM P AND I SURVEYOR AND CHARTERERS VIA THIS OFFICE.

PLEASE REQUEST AGENTS TO PROVIDE SHIPPERS/CHRTS BS/L REQUIREMENTS PRIOR COMMENCEMENT OF LOADING.

IF YOU HAVE ANY QUESTIONS/DOUBTS ABOUT THE CLAUSING OF THE BS/L, PLEASE CONTACT THIS OFFICE FOR CLARIFICATION.

B/L QUANTITY DETERMINATION:

AS PER GOVERNING C/P TERMS, B/L QUANTITY WILL BE DETERMINED BY JOINT DRAFT SURVEY.

IN CASE THE DRAFT SURVEY FIGURES DIFFERS FROM THE SHORE WEIGHT FIGURES, PLEASE INFORM THIS OFFICE IMMEDIATELY AND DO NOT SIGN THE M/R OR BS/L.

PLEASE ALSO ISSUE A LETTER OF PROTEST TO SHIPPERS/CHARTERERS AND INSERT A REMARK IN THE S.O.F.

IN CASE SHORE WEIGHT FIGURES TO BE USED FOR B/L QUANTITY - PLEASE ON YOUR DAILY MESSAGE INDICATE BOTH DRAFT SURVEY FIGURES AND SHORE WEIGHT FIGURES.

LOADING/DISCHARGING EXPENSES:

THE CARGO HAS BEEN FIXED ON A FREE IN/OUT TRIMMED BASIS AND HENCE ALL EXPENSES/RISKS RELATED TO THE LOADING/DISCHARGING TO BE FOR ACCOUNT OF THE SHIPPER/CHRTS/RECEIVERS RESPECTIVELY. HOWEVER THE LOADING TO BE CARRIED OUT UNDER YOUR SUPERVISION AND SUCH SUPERVISION ALSO TO ENSURE THAT NO FURTHER/ADDITIONAL TRIMMING IS REQUIRED AND THE MAXIMUM CARGO QUANTITY IS BEING LOADED.

BUNKERS: UPON COMMENCEMENT OF VOYAGE, PLEASE ADVISE BUNKER QUANTITY / SULPHUR CONTENT OF EACH BUNKER GRADE ONBOARD.

NOTICES:

LOADPORT: PLS EMAIL OR FAX 7/4/2/1 DAYS NOTICE OF ETA TO SHIPPERS VIA AGENTS, COPIED TO THIS OFFICE.

DISCHPORT:

ON SAILING FROM LOADPORT MASTER TO EMAIL OR FAX RECEIVERS AGENTS AT DISCHPORT STATING QUANTITY OF CARGO LOADED AND BEST ETA. THEREAFTER MASTER TO EMAIL OR FAX MINIMUM 7/4/2/1 DAYS NOTICE OF ARRIVAL TO AGENTS AND THIS OFFICE.

ALL MSGS TO CHRTS/SHIPPERS/RECEIVERS/AGENTS ARE TO BE COPIED TO THIS OFFICE.

LOADPORT AGENTS:

BULKSHIP MARITIME AGENCY, INC.

MARINE CONSULTANTS

330 TOWNSEND STREET, STE. 114

SAN FRANCISCO, CA 94107

PH.: + 1 (415) 371-1710

FAX: + 1 (415) 371-1695
CELL: + 1 (415) 290-0253
OPS.SFO@BULKSHIPMARITIME.COM
INFO@BULKSHIPMARITIME.COM
WWW.BULKSHIPMARITIME.COM

DISCHPORT AGENTS: REVERTING

WNI WEATHERNEWS:

AS USUAL PLEASE LIAISE CLOSELY WITH WNI ON EMAIL : LAU-REPORT@SEA.WNI.COM. PLEASE ENSURE TO PROVIDE VOYAGE DETAILS AND INFO ABT OFFICE OPERATING THE PARTICULAR VOYAGE.

ISPS:

MASTER IS INSTRUCTED TO REQUEST ALL ISPS AND OTHER PORT REQUIREMENTS FROM THE AGENTS, IMMEDIATELY UPON RECEIPT OF THIS INSTRUCTION OR AS SOON AS AGENTS ARE DECLARED.

MASTER IS ALSO INSTRUCTED TO COPY, TO THIS OFFICE, MESSAGES TO/FROM AGENTS.

E-NOA/D WHEN CALLING US PORTS:

THE NATIONAL VESSEL MOVEMENT CENTER (NVMC) AND U.S. CUSTOMS AND BORDER PROTECTION CBP) WILL NO LONGER ACCEPT NOTICE OF ARRIVAL/ DEPARTURE AND CREW MANIFEST SUBMISSIONS BY FAX.

PLEASE LIAISE CLOSELY WITH THE AGENT TO ENSURE THAT THE NOA/D WITH CREW MANIFEST IS SUBMITTED TO THE SATISFACTION OF BOTH NVMC AND CBP REGULATIONS.

- IF VESSEL IS ARRIVING SAID USA PORT FROM OUTSIDE USA WATERS, THEN ENOA TO BE SUBMITTED AT LEAST 96 HOURS PRIOR ARRIVAL.
- IF VESSEL IS ARRIVING SAID USA PORT FROM OUTSIDE USA WATERS IN LESS THAN 96 HOURS, THEN AGENT TO ADVISE AND GUIDE HOW ENOA TO BE SENT. SAME TO BE INFORMED TO MASTER AND LAURITZEN.
- IF VESSEL IS ARRIVING SAID USA PORT FROM ANOTHER USA PORT, THEN ENOA TO BE SUBMITTED LATEST SAILING LAST USA PORT. HOWEVER AGENT TO ADVISE MASTER IF THERE IS ANY OTHER SPECIAL REQUIREMENTS.

IN ANY CASE, MASTER SHOULD BE IN CLOSE DIALOG WITH THE LOCAL AGENT IN REGARDS TO THE FILLING OF THE 96 HRS ENOA STATUS AND KEEP LAURITZEN IN COPY.

PLS ACKNOWLEDGE RECEIPT OF THIS VOYAGE INSTRUCTION, BY REPLYING TO ABOVE AND PLEASE RESPOND TO VARIOUS ITEMS SUCH AS BUNKERS, CLEANING, CARGO INTAKE/STOWPLAN AND ONWARD SCHEDULE.

QUESTIONS:

-BUNKERS / WE INTEND TO SUPPLY YOUR VSL WITH BUNKERS INBOUND AT SAN FRANCISCO. PLEASE ADVISE MIN IFO + LSMGO IN ORDER TO SAFELY REACH SINGAPORE FOR ANOTHER BUNKER OPS. FUTHERMORE PLEASE ADVISE THE VSL'S IFO / MGO CAPACITY AT SINGAPORE AND MIN REQUIREMENT IN ORDER TO REACH THE MENTIONED DISCHARGE PORT.

BEST REGARDS,
FOR J. LAURITZEN (USA), INC.

JESPER BO MOGENSEN
SENIOR OPERATIONS MANAGER

OFFICE: +1 203 504 6204
MOBILE: +1 203 434 6394
E-MAIL: OPERATION@LAURITZENBULKERS.US

WWW.J-L.COM

Christopher Gutierrez

From: JL_Bunkers
Sent: 11. juni 2015 21:58
To: LB_Operations_NYC
Cc: LB_Operations_SIN
Subject: FW: AKITA / MGO

Categories: 1507; Akita; BksInfo; Bunkers; Tivoli
FK-BREF: sua73960922
FK-REF: kkd74182726

JBM,

Please find below for filing purposes.

Best regards,

Kasper Kofoed-Dam
Bunker Manager - Asia

Direct phone: +65 6572 9172



J. LAURITZEN

From: Yasuaki Azuma [<mailto:azuma@petrosummit.com>]
Sent: 12. juni 2015 09:48
To: JL_Bunkers
Subject: AKITA / MGO

Dear Kasper,

Please be advised MGO DMA SUL max 0.1% is not available at Akita port, Japan.

Best regards,
YASUAKI AZUMA
PETRO SUMMIT PTE LTD
(wholly owned by Sumitomo Corporation)
(Registration No. 199403370Z)

60 ANSON ROAD, #06-03
MAPLETREE ANSON, SINGAPORE 079914
Tel: +65-6530-5629
Mobile: +65-9001-2663
E-mail: azuma@petrosummit.com
Yahoo ID: azumayasuaki

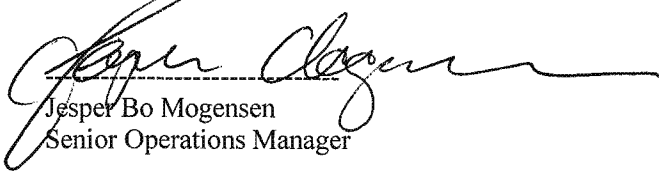
JUNE 17th 2015

June 17th 2015

To: EPA

I certify under penalty of law that the statements and information made herein are, to the best of my knowledge and belief, true and complete. I am aware that there are significant penalties for knowingly submitting false statements and information, including the possibility of fines and imprisonment pursuant to 18 U.S.C. § 1001

Best regards,
For J. Lauritzen (USA), Inc.



Jesper Bo Mogensen
Senior Operations Manager

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Mobile: +1 203 434 6394
E-mail: operation@lauritzenbulk.us

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